5669

Form 504
Rev. Dec. 1933

DEPARTMENT OF COMMERCE
U.S. COAST AND GEODETIC SURVEY
R. S. PATTON, Director

DESCRIPTIVE REPORT

~~Topographic~~ } Sheet No. 1
Hydrographic }

State Florida

LOCALITY

~~Gulf Coast~~ - Vicinity Pensacola Bay

Big Lagoon

193 4-5

CHIEF OF PARTY

I.E.Rittenburg

U. S. GOVERNMENT PRINTING OFFICE: 1934

Form 537
Ed. Dec., 1930

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. 1

REGISTER NO. 5669

State Florida

General locality ~~Gulf Coast~~ Vicinity of Pensacola Bay

Locality Big Lagoon

Scale 1:10,000 Date of survey Nov., Dec., Jan., 1934-35

Vessel Shore Party 15

Chief of Party I. E. Rittenburg

Surveyed by W. C. Huebner, A. A. Kinghorn

Protracted by J. R. Walsh

Soundings penciled by J. R. Walsh

Soundings in ~~fathoms~~ feet

Plane of reference Mean Low Water

Subdivision of wire dragged areas by

Inked by L. B. BERES

Verified by L. B. BERES.

Instructions dated Nov. 30, 1934, 19

Remarks:

U. S. GOVERNMENT PRINTING OFFICE, 1931

DESCRIPTIVE REPORT TO ACCOMPANY HYDROGRAPHIC SHEET FIELD # 1, BIG LAGOON FLORIDA, PROJECT NUMBER H. & T. 196, 1934 and 1935.

1. Authority.

This survey was done under instructions from the Director, dated Nov. 30, 1934. Field work on this survey was done during the months of Nov. and December 1934 and 1 day in January 1935.

2 Area covered.

The area covered by this sheet is all of Big Lagoon, Florida from the dredged cut at the entrance from Pensacola Bay to the dredged cut which connects Perdido Bay with Big Lagoon. Big Lagoon is one of the natural waterways in the new Intra Coastal Waterway Canal connecting Pensacola and Mobile Bays. Should this party continue operations after March 15, this sheet will be joined on the east with a sheet of the Pensacola Bay entrance.

3 Control.

The triangulation control for this sheet was established by the party of Lieut. j.g. M. H. Reese in 1934. Several of the 1889 and later stations were utilized in this survey. Topographic control supplemented this triangulation as necessary to furnish sufficient signals for the hydrography. These topographic stations were transferred from topographic control sheets of this party field letters A (front) and B (front). This sheet is on the final North American 1927 datum. Shoreline was obtained from the aerial photographic compilation party of M. H. Reese. These compilations are based on the field computations of Lieut. G. L. Anderson, 1934. A correction factor of 2.5 meters minus in Latitudes and minus 8.0 meters in longitudes was necessary to place these photo compilations on the final adjusted N. A. 1927 Datum. This was done.

4 Methods

Standard hydrographic methods were used throughout this survey. Three point sextant fixes were used to control the sounding lines. All soundings were taken with a 10 lb. hand lead. Soundings were taken as close as possible to both shorelines.

5 Dangers

The principal dangers on this sheet are the two sunken piles in Lat. 30-19 Long. 87-22, positions 92 - 93 L day. These piles are in a general depth of 13 ft. These piles have about 1/2 foot of water over them at M. L. W.. Beacon 2 marks the east end of a small sand shoal with a least depth of ~~2~~ ft. over it. Vessels carrying close to the maximum draft must stay in the channel between Bns. 17 and 33 as the channel is very narrow and the sides are fairly steep. Off beacon 5 there is an 8 ft. sounding which is very close to the edge of the dredged cut from Pensacola Bay, position 78 D.

6 Channels

From Pensacola Bay there is dredged out into Big Lagoon with a safe depth of ~~13~~ 14 ft. in it. This depth can easily be carried to a point eastward of Bn. 2. Ten feet can then be carried to Bn. 15 and ~~11 ft.~~ 10 from here to the entrance of the dredged out connecting Perdido Bay and Big Lagoon at Beacon 33. These depths are given for mean Low Water and it must be borne in mind that the tidal range is small here and with Northerly winds the tide level is lower than normal. Between Bns 15 and 33 the best water is found about 40 meters north of the line connecting these beacons. Between Beacons 1 & 11 the best water is found about 50 meters North of the line of beacons.

7 Landmarks for Charts.

This report is attached hereto. *filed with Cartographic Section 7/23/35*

8 Coast Pilot Notes.

A copy of this report is attached hereto. The originals have been given to Lieut. Commdr. H. A. Cotton in person as directed by your letter of Nov. 20, 1934.

9 Tides

A portable automatic tide gage was kept in operation throughout the period of this survey at the Naval Air Station, Warrington, Fla., execpt for the last days work when the gage at Fishing Bend Santa Rosa Sound was used. Mean low waters on these two staves as furnished by the office are Naval Air Station, 3.4 ft., Santa Rosa Sound 3.3 ft.

10 Statistics.

Statute miles of sounding lines	210.7
Number of soundings taken	7158
Number of positions taken	2395.

W. C. Huebner, Surveyor.

I. E. Rittenburg, Lieut.,
Chief of Party C&GS.

Coast Pilot Notes, project H & T. 196., Florida, and Alabama, 1934-5.

Page 76 line 9 from bottom,
change " 2 narrow inlets which are " to"a narrow inlet which is "
Page 76 line 8 from bottom,
delete 2 sentences referring to these two inlets and add following.
" In Jan. 1935 there was 8 ft. of water at M.L.W. in this inlet. This depth is subject to change due to storm and tide action.

Page 77 lines 12 & 11 from bottom.
delete " staked channel " add " marked channel" delete " 5 ft (1.5M)
add " 9.0 ft. (3.0 m)

Page 77 lines 4 & 3 from bottom,
delete " 5.0 ft. (1.5m) add " 9.0 ft. (3.0 m) , delete " to the entrance to " add " across ".

Page 79. After " Sailing Directions From Pensacola to Mobile "

add " Inside Route " and then the following.

A new Intracoastal Waterway now connects Pensacola, Fla., with Mobile, Ala.,with a least depth of 9 ft. (3.0 m). This route crosses the following bodies of water. Pensacola Bay to ICWW Beacon 1,
Big Lagoon
Perdido Bay
Bay La Launch
Portage Creek
Oyster Bay
Bon Secours River
Bon Secours Bay
Mobile Bay.
The necessary canals and channels have been dredged to connect these various bodies of water, so that 9 ft. can be carried through this waterway.
For directions from Pensacola to I. C. W. W. Bn. 1 which marks the entrance to this waterway from Pensacola Bay reverse those directions given on Page 75 which are pertinent. From a point 50 m. north of Bn 1 steer a course of 255 True for a distance of about 1 statute mile, keeping about 50 meters off the line of beacons for the best water. This course and distance will bring you to a point 50 m. north of Bn. 11. From here steer a course of 259½ True for 1 3/8 sta. miles to a point about 300 m. south of Trout Pt., chart 290, or a point about midway between the two points at thenarrow part of the bay. For not over a draft of 7 ft. (2.3 m) then steer 257 True heading for Bn. 13. This course passes about 170 meters north of 2 sunken piles in Lat 30 - 19- 100 m Long. 87 - 22 - 140 m. Pass Bn. 13 on either hand and then head for Bn 15. This course passes about 100 meters off Beacon 2 which marks a small sand shoal. For vessels of more than 7 ft. draft, from a point about 300 meters South of Trout Point steer 262 True for 2¼ miles to a point 300 meters North of Bn. 13. Round this beacon gradually keeping about 300 meters off and leaving this beacon on the port hand to a point 300 meters due west of Bn. 13. From Here head for a point 300 meters east of Beacon 2 on a course of 192 True distance ½ mile. From here head for beacon 15 on course 233 true to a point 40 meters north of beacon 15. Head on course 92 true keeping about 40 meters off the line of beacons.

to beacon 27 then steer course 300 true to the middle of the entrance to the canal connecting Big Lagoon Florida with Perdido Bay. Pass through this canal keeping in the centre. These directions are good for 10 ft. From a point approximately 40 meters north of Beacon 35, at the west end of this canal steer a course of 268 true for about 1/2 mile. This course passes about 35 m. north of Bns. 37 and 39 and brings you to a point 40 m. N.W. of Bn. 41. From this ppint steer a course of 242½ true for about 1/2 mile to a point 35 m. north of Beacon 49. This course passes 35 m. north of Beacons 43-45-& 47. From this point, 35 m. N. of Bn. 49 steer a course of 251½ true to a ppint 45 meters south of Bn. 4. From here steer a course of 272½ true for 5/8 mile to a point 60 m. North of Bn. 51, then steer 261 true for apoint 60 m. North of Bn. 57. This course passes 60 m. north of Bns. 53 & 55. The project depth of 9 ft. can easily be carried by following the above directions. From this point steer a course of 267½ for 2/3 mile to a point about 300 yds North of Bn. 59. From here steer a course for beacon 6 of 312 true a distnace of 1 1/4 miles. Keep about 70 m. south of Beacon 6 and steer a course of 234½ true for 1½ mile This course will clear Bn. 8 by about 65 m. Bn. 8 marks south edge of a shoal. Continue past bn 8 on the above course for about 300 m then steer 280 true 13/4 miles approx. This course will bring you about 200 yds. north of Bn. 61. Continue on this course for a distance of about 1/4 mi then steer 191 true for the point about midway between the two points of land where Bay La Launch is the narrowest. This course will keep you about 300 yds off the west shore and runs parrallel to the shoreline. Upon reaching this midway point steer 219½ true for 5/8 mile. This course will pass 230 m. south of Bn. 10 which marks a shoal, then steer 291 for a point 45 meters north of Bn. 63. Graduâlly work around this beacon keeping about 40 m. north of beacon and steer 269 true keeping 40 meters off beacons 65-67-69-71-73-75 then steer 274 ½ true for a point 60 meters N of beacon 77 then steer 265 true for a point 40 meters N. of Beacon 79 There is shoal water north of beacon 79 and vessels drawing 9 ft. must keep at least 40 meters off this beacon. From here keep about 40 meters north of the line of beacons till the canal connecting with Oyster Bay is entered. Keep in the centre of this canal and enter Oyster Bay Keeping 50 meters north of Bn. 91.

Bayou St. John.

A depth of 6 ft. can be carried through Bayou St. John, by closely following chart # 1265. The channel follows the southeast shore and the shoals can be spotted in smooth weather by the discoloration of the water. The E entrance of Old River into Bayou St. John is blocked by sand shoals. A dr draft of 6 ft. can be carried down Old River from the East entrance to about 3/4 mile from Bayou St. John

Sheet No. 1.

A day Nov. 24	B day Nov. 26	C day Nov. 27	D day Nov. 28	E day Nov. 30	F day Dec. 3	G day Dec. 4	H day Dec. 5	I day Dec. 6	K day Dec. 7	L day Dec. 8
9:50 - 3:45	9:05 - 3:10	9:40 - 3:15	9:25 - 3:35	9:20 - 3:05	9:20 - 3:25	9:30 - 4:00	9:10 - 3:05	8:50 - 3:40	9:00 - 3:50	9:30 - 3:00
+0½ - 2:30	-0½ - End	-0½ - End	-0½ - End	0 - 2:00	-0½ - 12:50	+0½ - 12:35	+0½ - 12:19	+0½ - 1:30	+0½ - 3:10	+1 - 1:30
0 - End				-0½ - End	-1 - End	0 - 3:47	0 - 2:24	0 - End	0 - End	+0½ - End
						-0½ - End	-0½ - End			

M day Dec. 10	N day Dec. 11	O day Dec. 12	Q day Dec. 13	R day Dec. 14	S day Dec. 15	T day Dec. 17	U day Dec. 19	V day Dec. 20	W day Dec. 21	X day Dec. 27
10:10 - ~~2:40~~ 3:10	10:40 - 2:40	12:50 - 3:20	9:50 - 3:10	9:25 - 3:10	9:25 - 3:10	9:40 - 3:45	9:20 - 3:15	8:55 - 4:00	9:40 - 3:40	9:30 - 11:05
+0½ - End	+1 - End	+1 - 2:40	+0½ - 12:00	0 - 1:00	-0½ - 10:30	0 - 12:55	0 - 2:00	+1 - 10:03	+0½ - 12:20	0 - End
		+0½ - End	0 - End	-0½ - End	-1 - End	-0½ - 3:20	-0½ - End	+0½ - 1:00	0 - End	
						-1 End		0 - 3:35		
								-0½ - End		

VERIFIER'S REPORT H -5669

The records conform to the requirements of the general instructions. ✓

The usual depth curves can be completely drawn. ✓

The field plotting was complete to the extent prescribed in the ✓

Hydrographic Manual. ✓

The drafting was complete and satisfactory. ✓

There are no junctions with contemporary sheets. ✓

Remarks:

Position 2j was replotted

Position 20 j was replotted.

Positions 99 amd 100j were replotted- had been plotted in reverse order.

Respectfully submitted

L. B. Beres

L. B. Beres.

This survey has been compared with the Air Photo Compilation

Survey No. H 5669

GEOGRAPHIC NAMES

Date. Mar, 19, 1935

Chart No. 1265-~~413-498~~

Names underlined in red approved April 1, 1935
Harlow Bacon

Diagram No. 1265

Approved by the Division of Geographic Names, Department of Interior. ✳

Referred to the Division of Geographic Names, Department of Interior. R

Under investigation. Q

Status	Name on Survey	Name on Chart	New Names in local use	Names assigned by Field	Location
	Big Lagoon	Same			
		Pensacola Bay			
		Ft. McRee			
		Trout Point			
		Robertson I (Cht. 413)			

(M-136)

Field Records Section (Charts)

HYDROGRAPHIC SHEET NO. ..5669

The following statistics will be submitted with the cartographer's report on the sheet:

Number of positions on sheet	2395
Number of positions checked	334
Number of positions revised	...4..
Number of soundings recorded	7158
Number of soundings revised	101+633 fractions added to straighten curves.
Number of signals erroneously plotted or transferred	...0..

Date: MAY 21, 1935

Verification by L. B. BERES Time: 32½ hrs.

Review by V D Behm Time: 14 hrs

March 13, 1935.

Division of Hydrography and Topography: F.E

✓ Division of Charts: Attention E. P. Ellis

Tide Reducers are approved in
7 volumes of sounding records for

HYDROGRAPHIC SHEET 5669

Locality Big Lagoon, Vicinity of Pensacola Bay, Fla.

Chief of Party: I. E. Rittenburg in 1934 - 1935
Plane of reference is mean low water reading
3.4 ft. on tide staff at Naval Air Station
5.7 ft. below B.M. 1

3.3 ft. on tide staff at Fishing Bend
11.4 ft. below B. M. 1

Height of mean high water above plane of reference is 1.3 ft. at Naval Air Station; 1.4 ft. at Fishing Bend.

Condition of records satisfactory except as noted below:

Correstions were made to some of the reducers on "S" day.

Paul O'Whitney
Chief, Division of Tides and Currents.

Section of Field Records

REVIEW OF HYDROGRAPHIC SURVEY NO. 5669 (1934-35) - FIELD NO. 1

Big Lagoon, Vicinity of Pensacola Bay, Florida
Surveyed in November, 1934; January, 1935
Instructions dated November 30, 1934 (I. E. Rittenberg)

Hand Lead Soundings. 3 Point Fixes on Shore Signals.

Chief of Party - I. E. Rittenberg.
Surveyed by - W. C. Huebner and J. A. Kinghorn.
Protracted by - J. R. Walsh.
Soundings penciled by - J. R. Walsh.
Verified and Inked by - L. B. Beres.

1. Condition of Records.

The records are neat and legible and conform to the requirements of the Hydrographic Manual.

The Descriptive Report is clear and comprehensive and adequately covers all matters of importance.

2. Compliance with Instructions for the Project.

This survey complies with the instructions for the project.

3. Sounding Line Crossings.

Such crosslines as were run are in good agreement.

4. Depth Curves.

Within the limits of the survey the usual depth curves can be satisfactorily drawn.

5. Junctions with Contemporary Surveys.

There are no adjoining contemporary surveys.

6. Comparison with Prior Surveys.

a. H-1497 (1881).

This survey overlaps a small portion of the present survey at the entrance to Big Lagoon. A comparison between the two surveys indicates that considerable change, both natural and artificial, has taken place in this area. In view of the above and the elapsed time between the two surveys, the present survey should supersede this survey for charting purposes.

b. H-2181 (1894).

This survey overlaps the major portion of the present survey. A comparison between the two surveys reveals numerous changes in depths and shoreline due to both natural and artificial causes. Because of the time elapsed between the two surveys and the nature of the area, it is unnecessary to consider in detail, from the standpoint of information to be carried forward, the various changes noted. The present survey should supersede this survey for charting purposes.

7. Comparison with Chart No. 1265.

a. Hydrography.

Within the area of the present survey this chart is based on surveys discussed in the foregoing paragraphs, together with U. S. Engineers Survey of 1931 (Bp. 24263). A comparison with the present survey indicates that considerable change, due largely to the dredging of the Intracoastal Waterway, has taken place in the area covered by this survey. In view of the above, this Engineers survey should be superseded by the present survey.

b. Aids to Navigation.

(1) The beacons shown on this survey are all charted and their positions on the new survey agree fairly well with their charted positions. The latter originate with L. H. Bureau information. Their new positions are considered more accurate than their charted positions.

(2) The charted buoy in lat. 30°19.1', long. 87°22.1', is not shown on this survey. This buoy was established on January 18, 1935, according to Notice to Mariners No. 4 of 1935, which was after the completion of this survey (January 12, 1935).

c. Controlling Depths.

The controlling depth of the Intracoastal Waterway between Pensacola Bay, Fla., to Mobile Bay, Ala., is charted as 9 feet. Within the area of the present survey this Waterway has a controlling depth of 10 feet.

8. Field Plotting.

The field plotting and protracting are satisfactory and conform to the requirements of the Hydrographic Manual.

9. Additional Field Work Recommended.

This survey is complete and no additional field work is required.

10. Superseding Old Surveys.

Within the area covered, the present survey supersedes the following surveys for charting purposes:

H-1497 (1881) in part.
H-2181 (1894) entirely.

11. Reviewed by - V. D. Behn, July 13, 1935.

Inspected by - A. L. Shalowitz.

Examined and approved:

C. K. Green, C. K. Green
Chief, Section of Field Records.

L. O. Colbert
Chief, Division of Charts.

Chief, Section of Field Work.

Chief, Division of H. & T.

Applied to drawing of Chart 1265 - Oct. 19, 1935 - [illegible]

applied to Ckt 413 - Oct 1936. by JKS Sanborn